

PRICE, \$2 PER MONTH

Shipping.

Shipping.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Titer,
Captain Brown, will be
despatched as above on
THURSDAY, the 23rd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 11, 1856.

FOR SHANGHAI

117

FOR SHIPMENTS

(Taking Cargo & Passengers at through rate for CHEEPOO, HUNTSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.)

The Steamship
Glennora,
Captain PARK, will
be despatched as above
or about the 3rd instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 20, 1885.

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG, V.
SUEZ CANAL.

(Taking Cargo at through rates for
NEW YORK)

The Steamship

Flintshire,
DANCASTER, Command

will be despatched for
above Ports on or about the 26th Instan

For Freight or Passage, apply to


ADAMSON, BELL & Co.
Agents.

Hongkong, July 16, 1885.

Sailing Vessels.

FOR VICTORIA, BRITISH COLUMBIA

The 3/3 L.1.1. British Barq

12  Dodd, Master, shortly

Port, and will have quick despatch.

For Freight, apply to
RUSSELL & C

Hongkong, June 18, 1885.

FOR NEW YORK.

The 3/3 L.L.I. American
Penobscot,

CHILMAN, Master, will
here for the above Port.

ner, will have quick despatch.
ds— For Freight, apply to

RUSSELL &

Hongkong, July 14, 1886.

The American Ship

Highland Light,
NORCROSS, Master, will

~~SECRET~~ here for the above For
will have quick despatch.

For Freight, apply to
RUSSELL &

[A REMOUR was apparently circulated in:

these were produced, the elders of the village received a quantity of rice and biscuit to distribute among the really distressed. The missionary gentlemen intimated publicly that the intention was to get at those most in want, and left the elders to do the distribution. It appears that from Wai-tsup (in Kwongai) down to Samshui the rice crop is entirely gone.

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATIONS
500 5TH AVENUE
NEW YORK 17, N.Y.

THE BLOCK IN THE SUEZ CANAL.
A passenger by the Messageries Maritimes Co.'s steamer *Yangtze*, which left here for Home on the 21st. May, sends an interesting note regarding the recent block in the Suez Canal. He writes:—
ISMAILIA, JUNE 12,
S. S. Yangtze.

Here we are, after a splendid run, and just as we hoped to get to Marseilles on the 11th June; we find ourselves blocked up in this lake. There has been a bad accident in the Canal, 7 miles from here, a large dredger having broken from her moorings from the auction caused by a passing steamer. As far as we can learn, the dredger's head swung across the steamer, causing the dredger to capsize and the steamer to run ashore. At present it is intended to go on out a canal inside the

dreiger, and allow it to drop into this. I don't know whether or not the steamer will be easily got off, but anyhow we cannot judge from here for eight days. In the meantime, I shall take a boat and visit the spring. About 24,000 tons of sand has to be cleared away, and four large dredgers, which recall fitted with the electric work, are engaged in this work night and day. Meantime, the lake is filling up with arrivals from Suzeh, and there are now about 16 steamers here, and in the large lake which we have passed through, I suppose there are as many more. We have been very fortunate in getting a nice cool place to anchor at. If I get down to the scene of the accident, I shall send you further particulars of the disaster.

The English mail which left Hongkong the week before us, we caught up with.

To the Editor of the 'CHINA MAIL.'
 21st July 1885

(in connection with the *Ventura* at Colombo) had been caught in a severe cyclone, which she was nearly gone, 12 hours from Aden. For four days she had no sight of land, and when it cleared up after the gale, she was found she was only 12 miles from Aden. During the storm she lost the boats, and a great quantity of water came down below. We experienced the tail end of the storm,—it was ahead of us. Aden, three lighters were sunk, and I learned there that the French gunboat *Albatard*, from Obok to Aden, had foundered in the gale, and that all hands are supposed to have been lost.

On board our steamer, after this mishap we are all about as happy as a crowd ready for a funeral. We got ashore ourselves on account the lakes, and since have only 100 knots driving. She has a metal hull, and it is thought that it has been bent, as the engines were brought up to when scraping off the sand.

CHINESE MILITARY AND NAVAL REFORMS.

(From our Correspondent.)

Tientsin, 14th July, 1895.

The reports on the operations of war at Tientsin and Fumouss have been carefully studied by the Peking council. It is the documents, which are voluminous, a very fair account of the hostilities, while pointing out with truthfulness the innate inferiority of the Chinese soldiers in the new exists, in comparison with the well trained and well directed warriors of France, lay bare the causes of inferiority and the way of remedying the actual equality.

In consequence of these reports six

The middle of the Shanghai Mixed

change and others have been required to render memorials for the consideration of the Throne.

These memorials will deal with the question of the best way of obtaining aid by military and naval organizations. As you will see, on consideration, the main question is only one of many that they have faced. The military and naval organizations that will make the Empire without and within is only one element of a coherent group. 'Strategic communities' must be dealt with. This involves sufficient canalization, good roads, graphs, &c., &c. The direction of the force of the Empire involves centralization, uniformity of discipline, unity of command, uniformity of equipment, and uniform pay, and will bring about thorough change in the status of the provincial rights as opposed to the central and imperial command. The question involves a most important step, new in China, whose force, so far as has been recruited entirely from volunteers, of course, pay involves many other changes. If China is to have an army, a navy, worthy the names, the officers must be paid everywhere on the same scale and with regularity. The army and navy are organizations that must be provided for; the

which does not allow extra-
arranged and maintained; medical
staff, staff and training service
be created. At present not even
ments exist. Reserves of men at
must be formed, and, at the outset
any real reform can be made, officers
be trained to the theory and prac-
tice of modern warfare, and all services,
cavalry, transport, surgery, en-
gineering, artillery, fortification, staff, in-
fantry, military stores, mechanical work,
special training. The difficulty
mounted is immense, as all this va-
riety of training must be carried out
has to fulfil the last-named com-
mand school at Fochow, a small
Shanghai, two schools each of 50
Tientsin; and a few boys who learn
use torpedoes in Canton. The
the 7th Prince and the Council

tors recommend that \$42,000, or 7% on the Capital, be paid as dividend for the half-year, that \$55 000 be placed at credit of Retention and Insurance Fund, that

Depreciation.—\$1,000 will be written off the value of equipments, and that \$1,750 be appropriated as Directors and Auditors' fees, leaving a balance of \$3,283.32 to be carried forward to new account.

If the appropriation of profits be made as usual, the balance to reserve, the Depreciation and Insurance Fund will stand at \$252,000.

All the Company's steamers are in good order.

In accordance with the Articles of Association, the Honorable A. B. Bryte and Mr. F. A. G. Ganes retire from the Board of Directors by rotation, and, being eligible, offer themselves for re-election.

The retiring Auditors, Messrs L. Hauschild and A. O'D. Gourdin, offer themselves for re-election.

W. KENNEDY (Chairman)

Hongkong, 20th June, 1885.	
June.—1885.	Assets.
Value of 8 Steamers.	753,000 0
" of 3 Schooners.	20,000 0
" of 3 Cargo Boats.	4,000 0
" of Iron Lighter <i>San Lee</i>	17,500 0
" of Coal and Stores.	4,415 11
" of Machinery and Mooring.	6,702 9
" of Furniture.	760 0
" Shares in 8 British Companies.	3,467 9
Balance of Interest accrued, 30th June.	143 5
Unexpired Insurance, 30th June.	1,485 0

The N.-C. Daily News contains an a

June—1884.	<i>Life Policy.</i>	\$917,102.
Amount of paid up Capital—3 Calls of	000,000.	
525 each on 8,000 shares		
Amount of unpaid Capital—3 Calls of	207,000.	
525 each on 8,000 shares		
Insurance Fund	718.	
Amount of unpaid Dividends from June		
June, 1882, to the December, 1883	102,093.	
Sanitary Credits		
Amount of Credit on Profit and Loss Account	\$917,118.	
PROFIT AND LOSS ACCOUNT.		
June—1884.	To Amount paid for Extraordinary Re-	7,484.
	duction of Capital	
	Amount Paid Debts written off	
	Balance to be transferred to	
	Dividend at 1 per cent. on	\$42,000.
	\$60,000.	
	To be carried in Suspense	\$5,000.00.
	Line & Insurance Fund	
	Amount of the surplus	1,600.00.
	of Cash—Carried	2,750.00.
	Dividends & Reserves	8,283.32.
	Balance to be carried to	
	new Account	108,000.
		\$117,577.
Dec—1884.	By	
	By Amount brought forward from last	\$4,700.
	Account	
June—1885.		50,000.
	Line Excesses of Steamers	
	Interest on late cashed	7,476.
		\$116,973.

IN CRIMINAL SESSIONS.

3780
were at the time the woman came to Station. Of course it throws very much doubt on the evidence of a witness who says he can identify some one and identifies no one until some one has prested.

The Attorney General—I shall take of your Lordship's observation.

The Attorney General (the Hon.

LARCENY.
Wong Ashing, a man who professed partially deaf, and required the char-
acters to be written down to him, was convicted
stealing a pair of shoes, and he also pleaded
guilty to previous convictions. He
was sentenced to three years penal servitude.

Chan Aying pleaded guilty to h-
four jackets from Liu Yü Hing on the
June, and he also pleaded guilty to
previous convictions. Sentence was def-

Chan Ahn said that about half
even on the forenoon of the 8th

Novel Application for Writ of Habeas Corpus.

This afternoon, Mr. A. J. Leach, who has been arrested and is now detained in the cells of the Court House, moved for a writ of habeas corpus directed to Captain Besseling, master of the Dutch steamer *Gouverneur Generaal's Jacob*, at present lying in Hongkong harbour, to bring the bodies of Hui Ahik, Hui Ahik Pak Shan and Wong Ahik, the Chinese prisoners on board the steamer. The application was granted on the affidavit of Aynn and Cheong Aang, traders of Hongkong, who declared that they were on board the *Gouverneur Generaal's Jacob* yesterday, and found the prisoners forcibly detained on board, they believed to be Chinese, and that they were not aware that their detention was illegal.

Mr Leach said his lordship was fully aware that the writ of habeas corpus was of very ancient date, and that there had been many cases and precedents from which he did not apprehend that any effect on the law of the writ of habeas corpus. He referred his lordship to the cases of *Ex parte* *Leach* and *Ex parte* *Leach*.

him on this charge because he had become an informer, and tell the

to the case of Ramesse, reported in the Law Journal, Magistrates have issued warrants against him and his wife, *Mrs. J. P. van der Meer*. In these cases the whole affair turned upon the writ, and he appeared if his Lordship thought there was no ground for issuing the writ, he would desire to hear any further suggestion from the Bench on any question of law to be involved in it.

His Lordship—You don't produce copy of a warrant authorizing their action.

Mr. Leach.—No, my Lord, that form is the substance of the return to me. I take it, of course, they will make a return to show that the detention at Alcatraz is not illegal.

At the present moment we have nothing whatever in our possession.

The Lord.—That is all right; your Lordship said that after the return he would hear morning, at 10 o'clock.

His Lordship said that if the return returned he adjudged every body out of the jurisdiction who had been taken into custody by the Dutch Consul or instructed by the Dutch Consul in this matter.

POLICE INTELLIGENCE
(Before H. E. Woodhouse, Esq.)

question seemed to be one purely of
fication, and as socially impressed i
the materials for their brain

Tuesday, July 21.

MR. BOE'S CASE.—DEFENDANT DESIGNATED by the State as a witness on a charge of being concerned with the not in custody in stealing 25,000 pounds of property of Mr T. H. Box.

Mr. Atton appeared for the defendant, and Mr. Wodehouse for the State. Notes of complainant's examination and cross-examination, and re-examination, were read. His Worship noted the evidence and the whole of the evidence. Friday last, which was based on conversations at which his client was present. His Worship allowed the raised and struck out the order to read the evidence of the complainant further upon the subject of business at Calcutta, but no fresh evidence was elicited.

Tientsin. 11th July, 1885.
I hear that Mr. Möllendorff has to leave the Korean service. This, it is stated, has been brought about by Japan through Li Hsing-chang, who has worked the oracle through the King of Korea. The proposed alliance with England will end in smoke, as I before stated.
The Hongkong and Shanghai Banking

The Hongkong and Shanghai branch bank of the Peking. Mo Foo Kuan-foo is to be the Manager, and Mr. Chon the Comptroller. This is a mistake, if the object of the Bank is to secure Chinese business at Peking. When is the French Bank going to send up their Agent here? Patendro told Li that such was to be the case? Li Hung-chang faithfully promised Mr. Patendro that the French would be the only people that were to build railroads in China; and that Mr. Risselhuber is to perform in Paris. This is the seventh party to whom Li has faithfully promised the railroad to build. But the future will bring to light who is actually to be the party—no doubt six out of the seven will be disappointed. The knowledge of this is a very important one upon which I do not think that the present Optimism or ramagement concluded in London will be well. Our Optim dealers bought up all the Optim in stock here before it came into force, which proves that the old system is the better.

Li Hung-chang has received a reply from the King of Korea that no such secret treaty has been made with Russia as is reported in your morning contemporary.

Your morning contemporary and the Japan press frightened Li and Admiral Kuroshima considerably, so much so that they despatched special men-of-war to Seoul to learn if there was any truth in the report.

Now they have received a reply, which minds are easier.

Admiral Enomoto will shortly return to Peking, and he has satisfactorily arranged with Li about the Loochoo Islands.

It is reported here that H. I. Russini, Majesty has been pleased to create Mr. Mollendorf a baronet, and it is also rumored that H. I. Japanese Majesty is about to create a baron.

honour Mr. Datsing with the title of Commissioner.

From Peking I learn that Sir Bruce Gordon has been appointed to the Legation for some time yet, on account of the objection raised in regard to his brother succeeding him. It is said that Li Hung-chang has again urged the matter of his appointment to appoint Mr. Datsing Inspector General.

Through the prompt action of the British and German Consuls here, the schemes of the foreign banks to take over the Messers. Collin & Co.'s business have failed through which the Foreign Chinese Commercial community have presented their thanks. You will see by the above that the Chinese Government does not want to wait till the machinations of the foreign banks are fully developed, before making any move to take the business and assets by Li and Custons Taotai in regard to the Szechuan Bank receiving shares of Sycee and Chinese discount has also fallen through.

This is a very important question of the Banks and Merchants.

I have just heard that railroads in China are pending on Li's visit to Peking by Shanghai Mercury.

AT 4 P.M.—JULY 20.

Station.	Baromet. red. to sea level and 32° Fht.	Temperature	Humidity.	Wind.		Weather.
				Direction.	Force	
Bolinao ...	29.75	83.0	70	W	2	c
Manila ...	29.78	88	66	SE	2	c
Haiphong	29.66	88	63	SE	1	b
Hongkong	29.66	88	67	SE	1	b
Amoy ...	29.70	82.0	67	NE	2	c
Shanghai.	29.65	87.0	70	SSE	3	c
Nagasaki.	29.97			S	4	

appeared on remand charged with being concerned in stealing money, cl

Manila.....	29.72 83.076	SEW	1	b
Bolnha.....	—	—	—	—
Haiphong.....	—	—	—	—
Hongkong.....	29.77 85.079	E	1	o
Amoy.....	29.72 82.087	—	0	o
Shanghai.....	29.76 84.079	S	5	o
Nagasaki.....	29.95 —	S	3	—
Wt'stock.....	29.99 68.0	SE.	2	o

The barometer has fallen over Luzon
 risen along the coast. Gradients are
 The temperature remains high and
 humidity rather low. Fine weath

hard labour each. The property recovered is to be returned to the complainant.

W. DOBERCK,
Government Astronomer
Hongkong Observatory, July 21.

1. **BAROMETER**, reduced to 32 degrees
height, and to the level of the sea in inches
and hundredths.

2. **TEMPERATURE**, in the shade in
Fahrenheit.

3. **RELATIVITY**, in percentage of natural
humidity of air saturated with moisture
100.

4. **DIRECTION OF WIND**, to two points
5. **FORCE OF WIND**, according to
Beaufort.

6. **STATE OF WEATHER**, by blue sky
cascadoe clouds, d, drizzling, rain, f, fog, g,
h, hail, l, lightning, o, overcast, p, passing
q, equally, r, rain, s, snow, t, thunder, v, w
wind (fresh).

7. **RAIN**, in inches tenths and hundredths.

w that differently, taking Port Hamilton asking her leave. The Foreign

Quotations.	
Hongkong, July 21.	
OPRIUM—New Patna, cash...	57
" Old " cash...	57
" New Benares, cash...	5
" Old " cash...	5
" New Malwa, cash...	5
" Allowance, Taels...	5
" Old Malwa, cash...	5
" Allowance, Taels...	4
" Persian, Oily, cash...	4
" Allowance, Taels...	3
" Persian, Paper tied...	3
" Allowance, Taels...	0
Exchange.	
Bank, Wire,	3/
" Demand,	3/
" 30 days' sight,	3/
" 4 months' sight,	3/

any resistance. I thought, there
had better cultivate her friendship.

Credit,	3/
Documentary 4 months sight,	3/
India, Wire,	25
Demand,	25
Shanghai, demand	75
30 days sight, private	75
Gold Leaf 90 days fine	£28
Sovereigns,	6
<p>Temperature. <i>(Taken at Messrs Falkover & Co.'s, Queen's Road.)</i> HONGKONG, July 21.</p>	
BAROMETER—9 A.M.	29
Do. 1 P.M.	29
Do. 4 P.M.	29
Do. 7 P.M.	28
THERMOMETER—0 A.M.	83
Do. 1 P.M.	85
Do. 4 P.M.	83
Do. 7 P.M.	81
Do. (Wet bulb) 9 A.M.	77
Do. 1 P.M.	77
Do. 4 P.M.	75
Do. Maximum	85
Do. Minimum over night	80

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID.
MEDITERRANEAN AND BLACK
SEA PORTS.
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 23rd July,
1885, at Noon, the Company's
S.S. *PELHO*, Commandant GEMUND,
with MAILS, PASSENGERS, SPIDUE,
and CARGO, will leave this Port for
the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on the
22nd July, 1885. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 10, 1885. 1106

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
NEW YORK* will be dispatched
for San Francisco, via Yokohama, on
TUESDAY, the 28th July, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

RETURN Passages.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Free-Fair Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Counter Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 65, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, July 11, 1885. 1177

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MEXICO, GUATEMALA,
BRINDISI, TRIESTE, VENICE,
LONDON AND PLYMOUTH;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KALAMANDIR, Capt. G. E. STEAD, with
Her Majesty's Mails, will be despatched
from this Port for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
THURSDAY, 30th July, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their Car-
go can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.

A. MAIVER, Superintendent.

Hongkong, July 20, 1885. 1214

FREDERICK ALGAR,

COLONIAL NEWSPAPER & COMMER-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondence, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or
FURNITURE will be thankfully received
by the SAILOR'S HOME, West Point.
Hongkong, July 26, 1878.

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are, for
Letters, per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, trouble, &c., as the
case may be, but such papers or packets of
papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except book side Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though Written by Hand, do not bear
the character of an actual or personal corre-
spondence, such as invoices, deeds, copied
music, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 8
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-
mercial Papers for Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 8 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.

The Union may be taken to comprise
Europe, all foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritania, all
N. America, Mexico, Salvador, Brazil,
Peru, Chili, Venezuela, The Argentine
Republic, Jamaica, Trinidad, Guiana,
Honduras, Berazanda, Labuan, Hawaii, with
all Danish, French, Netherlands, Portu-
guese and Spanish Colonies.

Countries not in the Union.—The chief
countries not in the Union are the Aus-
tralian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per ½ oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Books, Patterns and 2 cents each.

Cocoa, Papers, 2 cents per 2 oz.
Newspapers, 1 cent.
There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2; Via Ceylon, Letters, 25; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-
sion, Bolivia, Letters, 25; Registration,
10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (id),
Canton, China, Tongking, and the Philip-
pines:—
Letters per ½ oz., 5 cents (c).
Post Cards, each, 1 cent.
Books, Parcels and Patterns, per 2 oz.,
5 cents.
Newspapers and Prices Current, each, 2
cents.
Registration, 10 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao
1 cent.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week day for address in
Victoria will be delivered the same day,
and generally within two hours, unless the
very should be retarded by the Contract
Mails.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressee rather than at
places of business, if a notice to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Cir-
culars, Dividend Warrants, Invitations, Cards,
&c. of all the same night, to addresses in
Hongkong, Bangkok, the Ports of
China, may deliver them to the Post
Office unattended, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Boxholders may also send Patterns
to the same places in the same way. In-
voices containing Patterns may be wholly
exhibited or stated to the Postmaster
General, as to may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packages.

PARCELS.—The public is reminded that
there is no such thing as Free Post to
Europe, &c. Much trouble and disap-
pointment are caused by persistent attempts
to send small valuable trifles through the
Post. Fairs, Curious, Articles of Dress,
Fancy Wares, and similar presents are con-
tinually being refused, the senders having
often spent more in Postage than would
have paid the freight by steamer. No
refund can be made on such parcels of the
value of Stamps obliterated before the
nature of the contents was discovered.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post
at Book Rates between Hongkong and any
of the British Post Offices in China, as well
as to Ceylon, Japan, Macao, Peking, the Straits
Settlements, Ceylon and India. They must
not exceed the following dimensions: 2 feet
long, 1 foot broad, 1 foot deep, weigh more
than 5 lbs., nor be smaller than 3 in. by 2
in. Such parcels may be wholly closed
if they bear this special endorsement,
PARCEL, containing no LETTERS, but any
parcel may be opened by direction of the
Postmaster General. In the Case of Parcels
for India a declaration of contents and
value is required, a printed form for which
is supplied gratis. The Registration of
Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted:
Parcels insufficiently packed or protected,
or liable to be crushed (as handboxes,
&c.) Opium, Glass, Liquids, Explosive and
combustible, Matches, Indigo, Dyes, Iodine,
Must, Fish, Gun, Fruit, Vegetables, or
whatever is dangerous to the Mails, or
likely to become offensive or injurious in
transit.

3. Parcels are at a general rule forwarded
by Private Ship, not by Contract Mail
Packet. To India they are forwarded by
the P. & O. and Indian Mail Packets only,
to Ceylon by P. & O. only. No responsi-
bility is accepted with regard to any
parcel, unless Registered, and then only to
the amount of \$10.

4. The public are cautioned not to con-
found these facilities with a Parcel Post to
Europe, &c., which does not exist.

It is necessary that the following rules
be strictly observed.

1. No Letter or Packet, whether to be
registered or unregistered, can be received

for Postage if it contains gold or silver
money, jewels, precious articles, or any-
thing that, as a general rule, is liable to
Customs duties.

2. This Regulation prohibits the sending
of Patterns of dutiable articles, unless the
quantity sent be so small as to make the
value of no value.

3. The limits of weight allowed are as
follow:—
Books and Papers—to British Offices,
5 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Offices, 5 lbs. if with
out intrinsic value; to the Continent,
&c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered corre-
spondence, but it is prepared to make good the
contents of such correspondence lost, while
passing through the Post, to the extent of
\$10, in certain cases, provided:—

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such appli-
cation unless it be lost.

4. That the Postmaster General is satis-
fied that the loss occurred while the corre-
spondence was in the custody of the British
Postal administration in China, that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
whiche, indelibly bound books, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Misled or Delayed Correspondence.

When correspondence has been mis-
sent or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, Send to
me, or Received at 7 p.m., or as the case
may be, and forward it, without any other
writing whatever, to the Postmaster
General. This should be acted on the first
opportunity, as such mistakes occur, it is a
mistake to let such matters pass for long
giving trouble, a course which generally
gives more trouble in the end.

Chair, Jirricksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS,
CHAIR REPAIRS, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs.

Half hour, ... 10 cts. One hour, ... 20 cts.
Three hours, ... 50 cts. Six hours, ... 70 cts.
Day (from 6 to 6), One Dollar.

TO VICTORIA VIA RETURN DIRECT.

Four Coaches, ... \$1.00 Four Coaches, ... \$1.50
Three Coaches, ... 0.85 Four Coaches, ... 1.20
Two Coaches, ... 0.70 Two Coaches, ... 1.00

RETURN.

By Pak-Fai-Lam. By Aberdeen, Shortest
Road.
Three Coaches, ... \$2.00 Three Coaches, ... \$2.50
Two Coaches, ... 1.50 Three Coaches, ... 2.00
Two Coaches, ... 1.30 Two Coaches, ... 1.90

By Waiwai Gap.

Four Coaches, ... \$1.75
Three Coaches, ... 1.40
Two Coaches, ... 1.20

TO VICTORIA VIA RETURN DIRECT.

Four Coaches, ... 60 cts. Four Coaches, ... 90 cts.
Three Coaches, ... 50 cts. Four Coaches, ... 70 cts.
Two Coaches, ... 40 cts. Two Coaches, ... 60 cts.

Return by Pak-Fai-Lam.

Four Coaches, ... \$1.00 Four Coaches, ... \$2.00
Three Coaches, ... 1.50 Three Coaches, ... 1.50
Two Coaches, ... 0.80 Two Coaches, ... 1.20

By Waiwai Gap.

Four Coaches, ... \$1.15
Three Coaches, ... 0.95
Two Coaches, ... 0.80

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLY AND MOUNT DOUGLASS.

Four Coaches, ... 60 cts. Four Coaches, ... \$1.00
Three Coaches, ... 50 cts. Three Coaches, ... 0.85
Two Coaches, ... 40 cts. Two Coaches, ... 0.70

Returning by other routes will be the same as from Gap.

The Return Fare embraces a trip of not
more than three hours except returning by
Aberdeen, when three hours and a half will
be allowed.

For every hour or part of an hour above
three or three and a half, each Coach will
be entitled to an additional payment of five
cents.

Nothing in above scale prevents private agreements.

Licensed Drivers (each).

One Hour, ... 10 cents.
Half day, ... 35 cents.
Day, ... 50 cents.

Ferryboats.

Quarter Hour, 50 cts. One Hour, ... 15 cts.
Half Hour, ... 10 cts. Two Hours, ... 25 cts.
For every hour or part of an hour ... 10 cents.

To Pak-Fai-Lam or Quarry Bay, ... 30

Return, ... 35

To Shaukiwan, ... 35

Return, ... 50

To Aberdeen, ... 35

Return, ... 65

If an extra Coach is employed, the fare
will be double.

Nothing in this scale prevents private
agreements.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900
picks, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900
picks, per Load, ... 2.00

2nd Class Cargo Boat of 600
picks, per Day, ... 2.50

2nd Class Cargo Boat of 600
picks, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of
200 picks, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kau Boat of
300 picks, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of
300 picks, Half Day, ... 50

Sampans.

or Pullaway Boats, per Day, ... \$1.00

One Hour, ... 20

Half an Hour, ... 10

After 6 p.m., ... 10 cents.
Nothing in this scale prevents private
agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 35 cents.
Half Day, ... 20
Three Hours, ... 12
One Hour, ... 6
Half Hour, ... 3
Nothing in the above Scale to affect
private agreements.

Merchant Vessels in Hongkong Harbour.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Asia	Ger.	900	July 18	Moloch & Co.	Saigon	To-morrow
Albatross	Brit.	1101	July 11	Gibb, Livingston & Co.	Saigon	To-morrow
Cassopatia	Brit.	1024	July 11	Russell & Co.	Saigon	To-morrow
City of New York	Amer.	3120	July 14	P. M. S. S. Co.	Y'anna & San F'isco	58th inst.
Don Juan	Span.	604	July 15	Brindao & Co.	Coast Ports	K'loon Dock
Douglas	Brit.	921	July 15	Longland Steamship Co.	Coast Ports	Coast Dock
Enigma	Brit.	2063	June 20	H. K. & W. P. Dock Co.	Coast Ports	Laid up
Esmeralda	Brit.	117	July 11	Jardine, Matheson & Co.	Coast Ports	Laid up
G. O. & Jacob	Dutch	1436	July 10	Jardine, Matheson & Co.	Coast Ports	Laid up
Monte Lebanon	Brit.	2014	July 21	Jardine, Matheson & Co.	Coast Ports	Laid up
Guinea	Brit.	2253	July 21	Russell & Co.	Coast Ports	Laid up
Guinea	Brit.	1530	July 21	Russell & Co.	Coast Ports	Laid up
Mario	Ger.	704	July 20	Butterfield & Swire	Coast Ports	Laid up
Melbourne	Ger.	2375	July 19	Messageries Maritimes	Coast Ports	Laid up
Micha	Ger.	317	July 20	A. R. Marty	Coast Ports	Laid up
Mobile	Brit.	910	July 16	P. & O. S. N. Co.	Coast Ports	Laid up
Monte Lebanon	Brit.	1855	June 30	Adamson, Bell & Co.	Coast Ports	Laid up
Oxfordshire	Brit.	1330	July 12	Russell & Co.	Coast Ports	Laid up
Peiho	Brit.	2073	June 23	Messageries Maritimes	Coast Ports	Laid up
Phm. Chua Chom Klao	Brit.	1011	July 20	China Traders' Insurance Co.	Coast Ports	Laid up
Phm. Chua Chom Klao	Brit.	1011	July 20	China Traders' Insurance Co.	Coast Ports	Laid up
Sea Gull	Amer.	48	June 21	China Traders' Insurance Co.	Coast Ports	Laid up
Titus	Amer.	48	June 21	China Traders' Insurance Co.	Coast Ports	Laid up
Volga	Ger.	1142	July 19	Moloch & Co.	Saigon	To-morrow
Welcombe	Brit.	1323	May 31	Messageries Maritimes	Saigon	To-morrow
Whampoa	Brit.	1109	July 15	Butterfield & Swire	Saigon	To-morrow
Will of the Wisp	Brit.	106	Dec. 22	Pustan & Co.	Saigon	To-morrow
Zafiro	Brit.	675	June 10	Pustan & Co.	Saigon	To-morrow

Shells W. B. Sica.	3 cField	Amer. bge.	1171	July 13	Arnhold, Karberg & Co.		
Art	8 cNielsen	Norw. bge.	904	June 26	Bornes & Co., Limited.		
Ellie Rowe	3 cHolland	Haw. bge.	340	June 26	Moo Post.		
Antio	4 kLatham	Amer. sch.	387	July 18	Butterfield & Swire		
Anna H. Smith	1 cBrown	Amer. sh.	1452	July 19	P. & O. S. N. Co.		
Anna Johnson	4 kHall	Amer. bge.	947	July 18	Melchers & Co.	San Francisco	
Antio	8 cBrit.	bge.	387	July 23	Order		
Antio	8 cMathews	Amer. bge.	1110	June 21	Messageria Maritimes	Philippines	Cleared
Ellie of Oregon	3 cChner	Amer. sh.	1397	June 1	Douglas Steamship Co.		
Ellie S. Sewall	2 cSaxtorph	Siam. bge.	574	July 2	Chinese		
Ellie S. Pan	3 cSaternelch	Ger. sh.	1731	June 22	Bornes Co., Limited.		
Ellie S. Pan	4 cStegener	Ger. sh.	1689	June 19	Captain		
Ellie S. Pan	2 cBjorkord	Amer. bge.	929	June 28	Edward Schellhass & Co.		
Ellie S. Pan	2 kKading	Ger. bge.	287	May 21	Edward Schellhass & Co.		
Ellie S. Pan	2 cKorck	Ger. bge.	505	June 26	Order		
Ellie S. Pan	2 cWhittier	Amer. bge.	325	June 28	Chinese		
Ellie S. Pan	1 cNichols	Amer. sh.	678	July 15	Russell & Co.		
Ellie S. Pan	1 cNichols	Amer. sh.	1351	July 5	Order		
Ellie S. Pan	1 cNichols	Amer. sh.	695	June 27	Sirrusen & Co.	Chefoo	Cleared
Ellie S. Pan	2 cTibbets	Amer. Am. sh.	1294	June 21	Arnhold, Karberg & Co.	New York	
Ellie S. Pan	4 cFialayson	Brit. bge.	907	May 31	Melchers & Co.	Victoria, B.C.	
Ellie S. Pan	8 cWeyhausen	Ger. sh.	1494	June 2	Crawford & Co.	London	
Ellie S. Pan	2 kBohmann	Ger. 3m. sch.	423	June 21	Wiel & Co.		
Ellie S. Pan	3 cBachelder	Amer. sh.	1280	May 19	Russell & Co.		
Ellie S. Pan	8 cNarvoss	Amer. sh.	124	June 22	Russell & Co.		
Ellie S. Pan	3 cPetersen	Amer. sh.	1904	June 22	Arnhold, Karberg & Co.	San Francisco	
Ellie S. Pan	2 cPuss	Amer. sch.	429	July 13	Captain		
Ellie S. Pan	3 cWilliams	Brit. bge.	381	July 13	Order		
Ellie S. Pan	8 cVisser	Ger. sh.	1200	July 3	Order		
Ellie S. Pan	5 kR-yonels	Siam. bge.	431	June 3	Captain		
Ellie S. Pan	8 cNarvoss	Span. bge.	205	June 20	Lone, Crawford & Co.	Manila	Cleared
Ellie S. Pan	8 cNarvoss	Span. bge.	75	June 20	Wiel & Co.	K'loon Dock	
Ellie S. Pan	4 cVincent	Brit. sch.	162	July 4	Turner & Co.		
Ellie S. Pan	3 cMcIlvery	Amer. sch.	1074	June 22	Crawford & Co.		
Ellie S. Pan	8 cChapman	Amer. bge.	1067	June 22	Russell & Co.	London, & New York	
Ellie S. Pan	2 cHuron	Brit. bge.	401	July 18	Chinese		
Ellie S. Pan	8 cHudson	Amer. sh.	14-5	June 22	P. & O. S. N. Co.		
Ellie S. Pan	7 cBarley	Amer. sh.	1350	June 21	Messageria Maritimes		
Ellie S. Pan	8 cGilkey	Amer. sh.	1406	May 22	Pustan & Co.	New York	
Ellie S. Pan	5 cHorne	Brit. bge.	489	June 22	Gilman & Co.		
Ellie S. Pan	8 cLeston	Sp. 3m. sch.	527	June 17	Lane, Crawford & Co.	K'loon Dock	
Ellie S. Pan	4 cHuron	Brit. bge.	794	June 21	Melchers & Co.		
Ellie S. Pan	3 cTrenpotter	Ger. sch.	137	May 17	Order	Channel	
Ellie S. Pan	8 cHudson	Amer. sh.	1723	June 21	Melchers & Co.	London	
Ellie S. Pan	8 cFreeman	Amer. bge.	842	July 17	Arnhold, Karberg & Co.		
Ellie S. Pan	8 cO'Brien	Brit. sh.	1400	July 18	Gibb, Livingston & Co.		
Ellie S. Pan	4 cDick	Brit. sh.	1549	June 5	Melchers & Co.		
Ellie S. Pan	4 cPotter	Am. sch.	668	June 2	Ed. Schellhass & Co.	New York	